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AM:hr
A25
Ser: 450
8 November 1956

FIRST ENDORSEMENT on VF-142 AAR 4-56 concerning FJ-3 BuNo 139223 accident occurring 8 June 1956, Pilot LTJG Glen E. GRABER; addendum to dtd 7 November 1956

From: Commanding Officer, Fighter Squadron ONE HUNDRED FORTY TWO
To: Chief of Naval Operations (OP-57)
Via: (1) Commander, Carrier Air Group FOURTEEN
(2) Commander, Air Force Pacific Fleet
(3) Director, Naval Aviation Safety Center

1. Forwarded concurring with the conclusions and recommendations of the accident board.

E. R. HANKS

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1

ORIGINAL

FIGHTER SQUADRON ONE HUNDRED FORTY TWO
UNITED STATES PACIFIC FLEET
AIR FORCE

[redacted]

7 November 1956

From: Aircraft Accident Report
To: Chief of Naval Operations (OP-57)
Via: (1) Commanding Officer Fighter Squadron ONE HUNDRED FORTY TWO
(2) Commander, Carrier Air Group FOURTEEN
(3) Commander, Air Force Pacific Fleet
(4) Director, Naval Aviation Safety Center

Subj: VF-142 AAR 4-56 concerning FJ-3 BuNo 139223 accident occurring 8 June 1956, Pilot LTJG Glen E. GRABER; addendum to

1. The following additions are made to the subject report:

23. Contributary Factors

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (6) [redacted], LTJG, USN
ASST MAINTENANCE OFFICER
(Detached)

(b) (6) [redacted]

(b) (6) [redacted] LCDR, USN
MAINTENANCE OFFICER

(b) (6) [redacted] LCDR, USN
OPERATIONS OFFICER

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[redacted]

3

6-8
NB

6-27
IOM

COMMANDER AIR FORCE
UNITED STATES PACIFIC FLEET
U. S. NAVAL AIR STATION, NORTH ISLAND
SAN DIEGO, CALIFORNIA

IN REPLY REFER TO
FF4-1 A25
SERIAL NO.
80/13024

10 AUG 1956

THIRD ENDORSEMENT on VF-142 AAR ser 4-56 concerning FJ-3 BuNo 139221 accident occurring 8 June 1956, pilot GRABER

From: Commander Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: Director, U. S. Naval Aviation Safety Center

Subj: VF-142 aircraft accident occurring 8 June 1956

(b) (5)

[redacted]

(b) (6)

[redacted]

By direction

Copy to:
BUAER (2)
CINCPACFLT
CVG-14
CO, VF-142
BAR, Columbus

4

A75

UNITED STATES PACIFIC FLEET
AIR FORCE
CARRIER AIR GROUP FOURTEEN

CVG-14/VCT/hl
File: A25
Ser: 220

ORIGINAL

JUN 29 1956

SECOND ENDORSEMENT on VF-142 Aircraft Accident report serial 4-56 concerning FJ-3 BuNo 139223, Accident occurring 8 June 1956: Pilot LTJG Glen Edward Graber, USNR

From: Commander Carrier Air Group FOURTEEN
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Air Force, Pacific Fleet
(2) Director, Naval Aviation Safety Center

Subj: Aircraft Accident Report of 8 June 1956; submission of

1. Forwarded, concurring with the conclusions and recommendations of the aircraft accident board.

R. C. TISDALE

Copy to:
CO, VF-142

5

ORIGINAL

16597

ORIGINAL

ERH:AMA:ma
A25
Ser: 274
21 June 1956

FIRST ENDORSEMENT on VF-142 Aircraft Accident report serial 4-56 concerning FJ-3 BuNo 139223, Accident occurring 8 June 1956 1956: Pilot LTJG Glen Edward Graber, USNR

From: Commanding Officer, Fighter Squadron ONE HUNDRED FORTY TWO
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Carrier Air Group FOURTEEN
(2) Commander Air Force, Pacific Fleet
(3) Director, Naval Aviation Safety Center

Subj: Aircraft Accident Report of 8 June 1956; submission of

1. Forwarded, concurring with the conclusions and recommendations of the board.

(b) (5) [redacted]

E. R. HANKS

6

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1 (REV. 3-52)

OPNAV REPORT 3750-1

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAR INSTRUCTIONS.

1. DATE OF ACCIDENT	HOUR	2. ACTIVITY SUBMITTING REPORT	3. AAR SERIAL NO.
8 JUNE 1956	1042 PST	FITRON 142	4-56

4. MODEL A/C	BUNO	CHECK DAMAGE TO A/C	5. REPORTING CUSTODIAN OF A/C
FJ-3	139223	[X] a [ ] b [ ] c [ ] d [ ] e	FITRON 142

6. NAME OF UNIT OPERATING THIS A/C — BASED AT — OPERATIONAL CHAIN OF COMMAND

FITRON 142, NAS MIRAMAR, CVG-14, COMAIRPAC, CNO (OP-57)

7. LOCATION OF ACCIDENT — 8. UNIT TO WHICH OPERATOR ATTACHED

11 MILES ENE OF MARCH AFB — FITRON 142

9. PERSONNEL INVOLVED (Including name and injury code of those injured, not occupants of A/C)

FULL NAME, RANK, SERVICE, FILE NO. (List person in control first)	A AGE	C BILLET	D POSITION	E INJURY
GLEN EDWARD GRABER, LTJG, GRP.I, USNR "A" (b) (6)	26	PILOT	COCKPIT	A

4) 7

10. PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL	INSTRUMENT RATE: STANDARD/NO/NO
TOTAL HOURS	794.8	79.5	213.0	54.6	29.4	PILOT'S AGE: 26
INSTRUMENT HOURS			33.3	22.5	.8	
NIGHT HOURS			16.0	0.0	0.0	DATE DESIGNATED: 8-16-54
CV LANDINGS DAY/NITE	86	0	50	0	0	

11. CHECK IF: [ ] Cost $ 384,000 [ ] [redacted] — 12. PURPOSE OF FLIGHT: SECTION TACTICS — CODE: IAI — 13. TIME IN FLIGHT: 0 + 42

14. TYPE OF ACCIDENT: COLLISON - GROUND — CODE: B — 15. MANEUVER INVOLVED: SIMULATED COMBAT SCISSOR

16. WEATHER	CEILING	VISIBILITY	17. DARKNESS?	18. CLEARANCE ISSUED
[X] VFR [ ] IFR	CLEAR	6 MI	[ ] YES [X] NO	VFR

19. WIND DIRECTION	FORCE	20. ATTITUDE ON IMPACT	ANGLE OF IMPACT	STOPPING DISTANCE SPEED ON IMPACT	21. DID FIRE FOLLOW IMPACT?
NW	6 K	NOSE DOWN	90°	0'	150/200k — [X] YES [ ] NO

22. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure or malfunction, actual or suspected)

HISTORY	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LAST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
AIRCRAFT	1	4	0	—	161.8	1ST INT	0 + 42	0
	MODEL ENGINE	SERIAL NO. OF ENGINE						
ENGINE 1	1	4	0	—	164.7	1st INT	0 + 42	0
ENGINE 2								
ENGINE 3								
ENGINE 4								

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR? [ ] YES [X] NO — IF "YES", GIVE DATE(S) OF PREVIOUS ACCIDENT(S) — BUORD SERIAL NUMBER OF THIS ACCIDENT AS SUBMITTED: NONE

23. CONTRIBUTORY FACTORS (Check or fill in only one primary "P" factor, all others secondary "S")

P	S		P	S		P	S	
		PILOT (OR CREW) ERROR			MATERIAL FAILURE OR MALFUNCTION	X		UNDETERMINED
		ERROR OF OTHER PERSONNEL						

24. CHECK CONDITIONS INVOLVED IN THIS ACCIDENT (Leave other)

[ ] X-WIND, STACKWASH, SLIPSTREAM, TURBULENCE [ ] PITCHING OR ROLLING DECK [ ] COMMUNICATION DIFFICULTY [ ] AIRPORT HAZARD [ ] ROUGH SEAS [X] TERRAIN CONDITIONS

25. EMERGENCY CONDITIONS: [ ] IMMEDIATE FORCED LANDING [ ] PRECAUTIONARY LANDING [ ] ENGINE FAILURE [ ] FUEL EXHAUSTION OR NEAR EXHAUSTION

26. PERSONNEL SAFETY EQUIPMENT USED

[ ] PARACHUTE [ ] EJECTION SEAT [X] SHOULDER HARNESS [X] SAFETY BELT [ ] EXPOSURE SUIT [X] G-SUIT [X] PROTECTIVE HELMET [X] OXYGEN (EQUIP.) [ ] LIST OTHERS: SUMMER FLIGHT SUIT GLOVES

MEDICAL OFFICER REPORT SERIAL NUMBER: [redacted]

27. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

CHECK	ENCLOSURES	CHECK	NO.	DISTRIBUTION BY COMMANDING OFF.
	PILOT	X	ORIG.	CNO (OP-57) VIA CHG. OF CMD. & NAVCO
	LSO	X	2CC	NAVAVSAFECENPAC (INFO)
	ENG. OFF.	X	3CC	BUAER DIRECT
	CAT. OFF.			CHECK AND LIST OTHERS AS REQUIRED
1	WITNESSES	X		1cc NAS COLUMBUS, OHIO
2+7	OTHERS	X		1cc CO NAS MIRAMAR
				COMMANDER CVG-14
				DIRECT

(b) (6) [redacted]

29. THE ACCIDENT:

On 8 June, 1956, at 1000U, LTJG Glen E. Graber, (b) (6) USNR, and Ens (b) (6) USNR, took off from NAS, Miramar, San Diego, California, in two FJ-3's, Bureau Numbers 139993, Modex 203, and 139959, Modex 205, respectively, on a scheduled training flight to perform aerobatics at an altitude of 20,000 to 25,000 feet. LTJG Graber was the flight leader but took off on ENS (b) (6) wing since he was to observe ENS (b) (6) aerobatics. When the flight reached 25,000 feet the visibility was restricted to the extent that LTJG Graber decided to cancel the aerobatics and instructed ENS (b) (6) to continue climbing. When in the vicinity of George Air Force Base at 35,000 feet, LTJG Graber sighted four F-100's and made a simulated attack followed by ENS (b) (6) They passed the flight of four F-100's at about 30,000 feet. The F-100's did not engage in combat so the attack was discontinued. A climb was commenced again on a southerly heading. As the flight was approaching San Bernardino, ENS (b) (6) sighted two F-100's diving toward March AFB on a heading approximately 240 degrees magnetic. LTJG Graber, leading his section, circled above the F-100's which continued the descent to an altitude of about 6,000 feet. ENS (b) (6) made a simulated attack on the aft F-100 from 30,000 feet. As he pulled up after the run he looked back and saw LTJG Graber trying to slow down and stay on the tail of the same F-100 that he had made his run on. A series of steep scissors ensued between LTJG Graber in the FJ-3 and the F-100. After a short time LTJG Graber called ENS (b) (6) on the radio and said, "This guy is really cut-scissoring me". ENS (b) (6) made another run on the F-100. As he pulled up after this run he looked back in time to see the flash of LTJG Graber's crash into the hills, eleven miles bearing 060 degrees from March AFB. (See enclosure 9). Immediately after sighting the flash at 1042U ENS (b) (6) transmitted a MAYDAY on UHF Guard Channel (243.0 mcs) and told March AFB Control Tower that his section leader had crashed. Fire trucks arrived at the scene of the crash at about 1210U.

30. DAMAGE TO AIRCRAFT:

The aircraft struck the side of a steep canyon wall in a dive of approximately 45 degrees and exploded upon contact. Parts of the aircraft were scattered over a large area. (See enclosure 10). The compressor section of the engine was located 215 feet from the impact area. Compressor blades were found strewn over the entire area. The compressor blades remaining on the shaft were badly bent. (See enclosure 16). Most of the parts either landed in the canyon bed or on the canyon walls and rolled to the bottom of the canyon. (See enclosure 8A and B). The engine burner section, turbine section, and tail pipe, enclosure 13 and 15, were found intact but badly damaged. The turbine blades, enclosure 14, were nicked but still attached to the turbine wheel. The cockpit and pilot's seat were completely demolished. All four of the 20mm guns were found in the wreckage. One of the guns was partially buried in the loose dirt. They were all bent in different directions.

The J65 W4B engine is being sent to Overhaul and Repair, Naval Air Station, Alameda, California, for disassembly and inspection to determine the possibility of failure or malfunction. The port aileron and elevator actuators are being sent to Overhaul and Repair, Naval Air Station, North Island, San Diego, California, in an attempt to determine if control failure was a factor causing the crash. Marine Corp Air Station, El Toro, Santa Ana, California, has been designated as the salvage activity.

31. THE INVESTIGATION

a. Wreckage Investigation

(1) The members of the Accident Board reached the scene of the crash at 1600U, 8 June 1956. The aircraft was immediately indentified by the tail section which bore the bureau number 139223. (See enclosure 14).

(2) Parts of the aircraft were found widely scattered, however, the larger pieces were located in the bottom of the canyon in which the aircraft crashed. Locating specific parts of the aircraft was complicated by the fact that fire fighters, who arrived at the scene a few minutes after the accident, covered parts with dirt to control and prevent the spread of fire.

(3) It was impossible to determine the exact location of the point of impact due to the terrain features and the soil. There was no depression in the soil to indicate the point where the aircraft made initial contact with the ground. (See enclosure 11 & 12). The soil in the area is extremely dry and loose. When the aircraft struck the ground and exploded a slight land slide was probably caused which filled the depression.

(4) The instrument panel was shattered. The instruments that were salvaged were for the most part damaged to the extent that they were useless for any determination of flight attitude or speed at impact. The remote magnetic indicating compass was the only instrument considered of any value to the board. The compass was smashed with the indicating disc seized on a heading of 240 degrees.

(5) Fire immediately followed the crash. The fire damage, however, was negligible.

(6) The ejection seat was located in the position shown on enclosure 8b. The ejection charge had been fired.

(7) The canopy ejector was found in the position shown on enclosure 8b. The ejection charge had not been fired.

(8) The seat belt release charge was found unfired. The belt had parted due to tension on the cable to the automatic release charge. The charge was removed.

(9) The instrument panel and parts of the canopy were located in the vicinity of the pilot's seat.

(10) The compressor section of the engine was located 215 feet from the impact area. The first three stages of the compressor were completely missing. The compressor blades were broken off of stages 4, 5, and 6. The blades of stages 7, 8, and 9 were deflected 45 to 90 degrees opposite to the direction of normal rotation. The blades on stages 10, 11, and 12 were nicked and slightly bent. (See enclosure 16).

(11) The burner section, turbine section and tail pipe section of the engine were located at the bottom of the canyon as shown in the wreckage diagram enclosure 8a & 8b. Six and one half hours after the crash the turbine blades were too hot to touch by hand. The shell of the engine, which had been exposed to the fire caused by the crash, was at a considerably cooler temperature at this time.

(12) The left aileron actuator was found in the wreckage. The right aileron actuator could not be located. The elevator actuator was removed from the tail section.

(13) The fuel control unit was found, however, it was damaged to the extent that it will be impossible to determine the position of the throttle or functioning of this unit at the time of the crash.

(14) The fuel filter was found and disassembled. The filter was clean.

b. Pilot's Background Investigation.

(1) Flight time.

(a)	Total all models	794.8 hours
(b)	Time in model	79.5 hours
(c)	F9F-6 time	351.5 hours
(d)	Total jet time	473.0 hours
(e)	Total time last six months	129.2 hours

(2) LTJG Graber completed the FJ-3 transitional training course at NAS, Moffett Field, California, on 13 March, 1956.

(3) LTJG Graber was a second tour pilot in VF-142. [redacted]

(b) (5)

[redacted]

c. General Investigation.

(b) (5)

[redacted]

32. THE ANALYSIS

(b) (5), (b) (6)

[redacted]

33. CONCLUSION AND RECOMMENDATIONS

(b) (5)

[redacted]

(b) (5)

[redacted]

12.

6 of 6

STATEMENT OF WINGMAN ENS. (b) (6)

(b) (5)

[redacted]

(b) (6)
ENS, USNR

13

Enclosure 1

STATEMENT OF WITNESS (b) (6) [redacted]

(b) (5) [redacted]

(b) (6) [redacted]

LTJG, USNR VF-81

14

Enclosure 2

STATEMENT OF WITNESS AVON WATERS

(b) (5)

[redacted]

AVON WATERS

15

Enclosure 3

STATEMENT OF LIEUTENANT COLONEL (b) (6) USMC

(b) (5)

[redacted]

(b) (6)

LtCol., USMC

16

Enclosure 4

STATEMENT OF FIRST LIEUTENANT (b) (6) USMC

(b) (5), (b) (6)

[redacted]

(b) (6)
1stLt., USMC

17

Enclosure 6

S T A T E M E N T

(b) (5)

[redacted]

Enclosure 6

STATEMENT (Continued)

(b) (5)

[redacted]

(b) (6)

[redacted]

T/Sgt USAF
NCOIC Base Operations

19

Enclosure 6

INCIDENT REPORT FROM MARCH TOWER ON JU E 8 1956

At 1042P Navy jet 9252 called March Tower and advised that his flight leader had crashed approximately 40 miles East of Riverside. Type of aircraft was a FJ-3. No MayDay was heard by March Tower before the call from navy jet 9252. Navy jet 9252 said he was orbiting the scene of crash and would remain there until he was relieved. At this time navy jet 5909 called March Tower and advised that he was also orbiting the crash scene, and would remain until relieved.

A request from rescue to March Tower to get the exact location of the crash was recieved at approximately 1100P. Navy jet 9252 was ask for this information, and replyed that the corrdinates was DD-0550. This was relayed to rescue and base operations. Rescue then ask for a longitude and latitude corrdinates. Navy jet 9252 was asked for this information. Reply was 33 Deg and 50 min north, 116 Deg and 55 min west. This information was also relayed to rescue and base operations.

At approximately 1210P navy jet 9252 advised March Tower that there was fire trucks at the scene of the crash. Base operations was advised of this.

The above is true and correct to the best of our knowledge.

CHIEF CONTROLLER ON DUTY

(b) (6)

S/SGT USAF

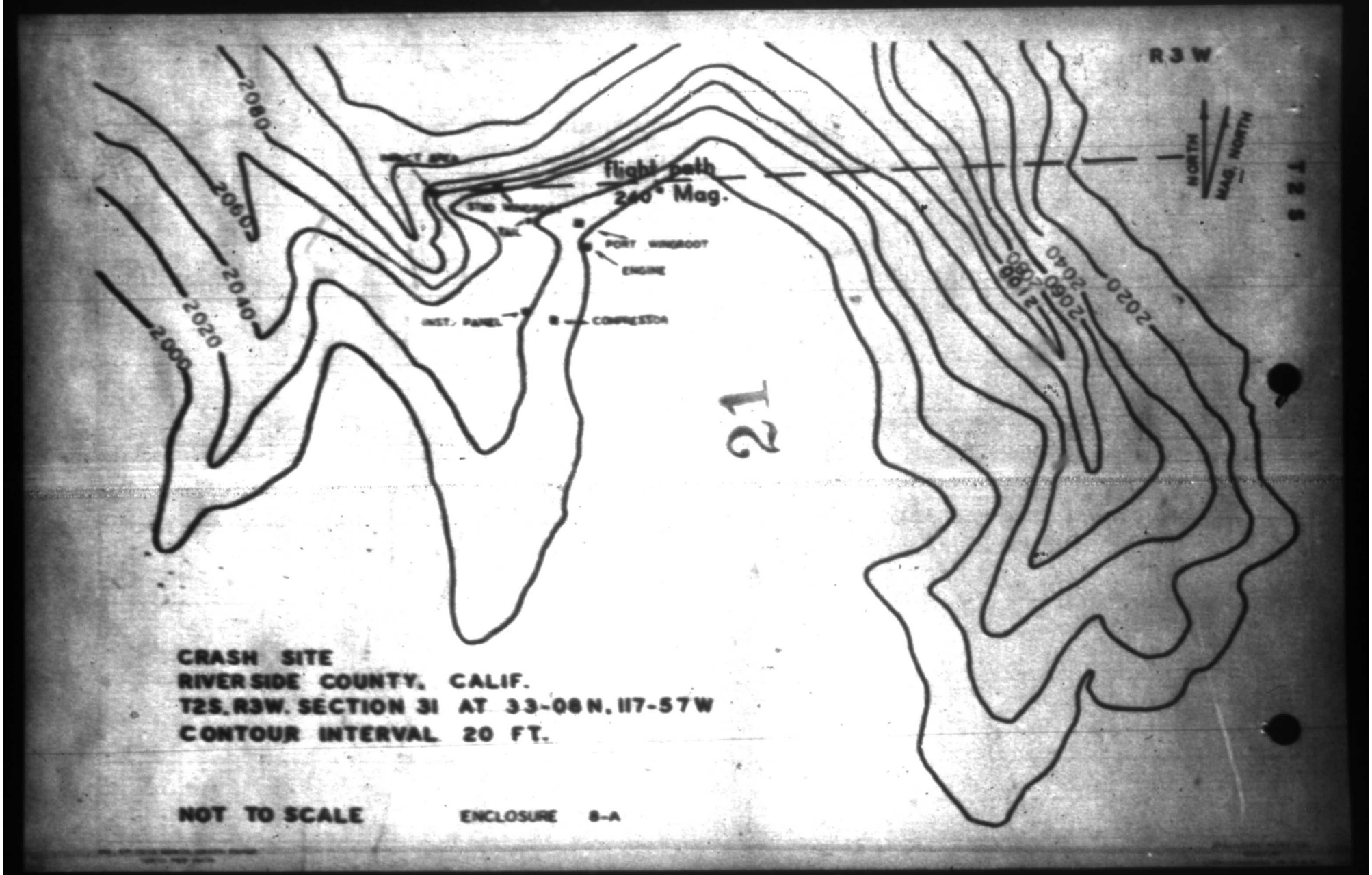
CONTROLLER ON DUTY

(b) (6)

A/1C USAF

20

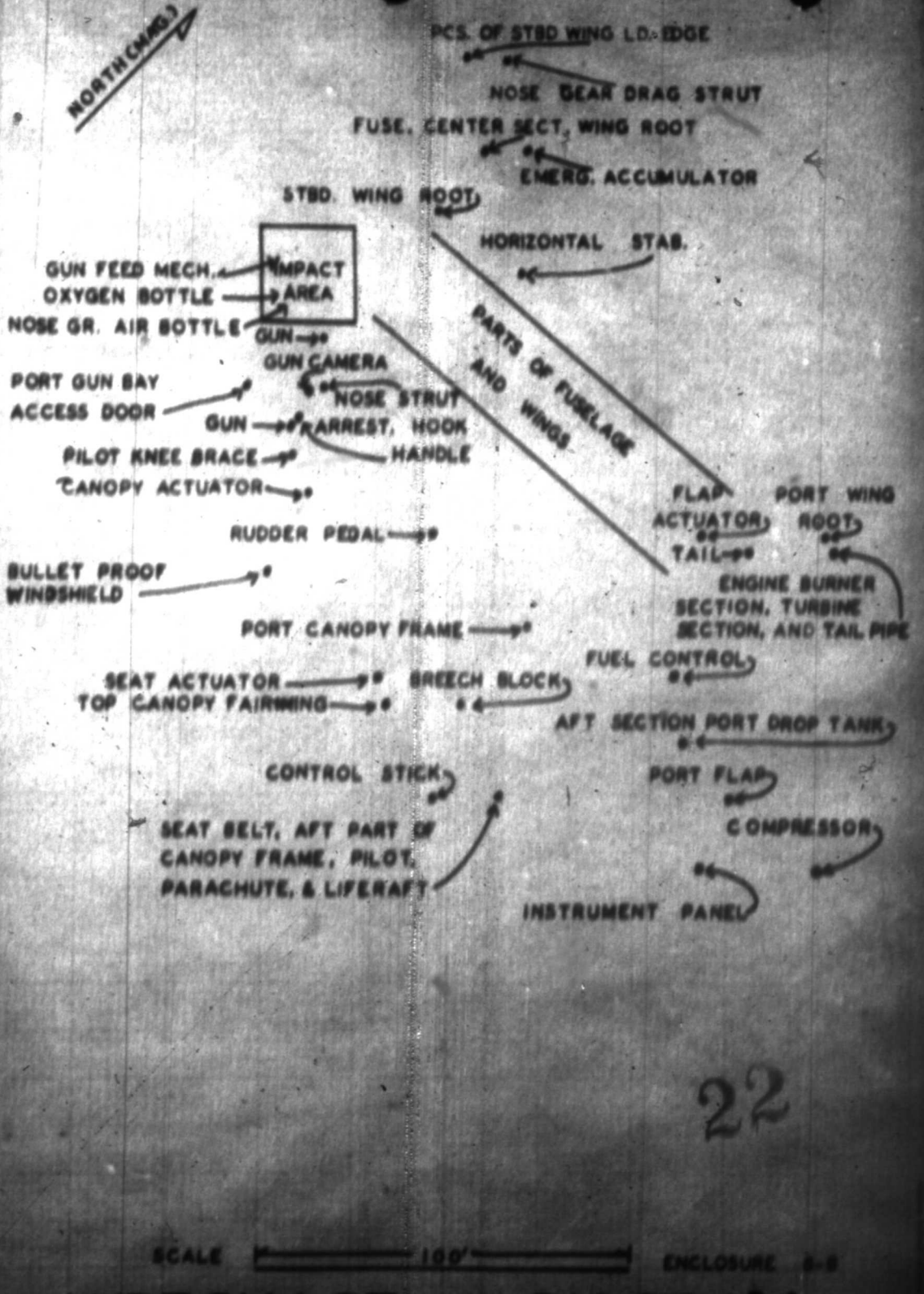
Enclosure 7



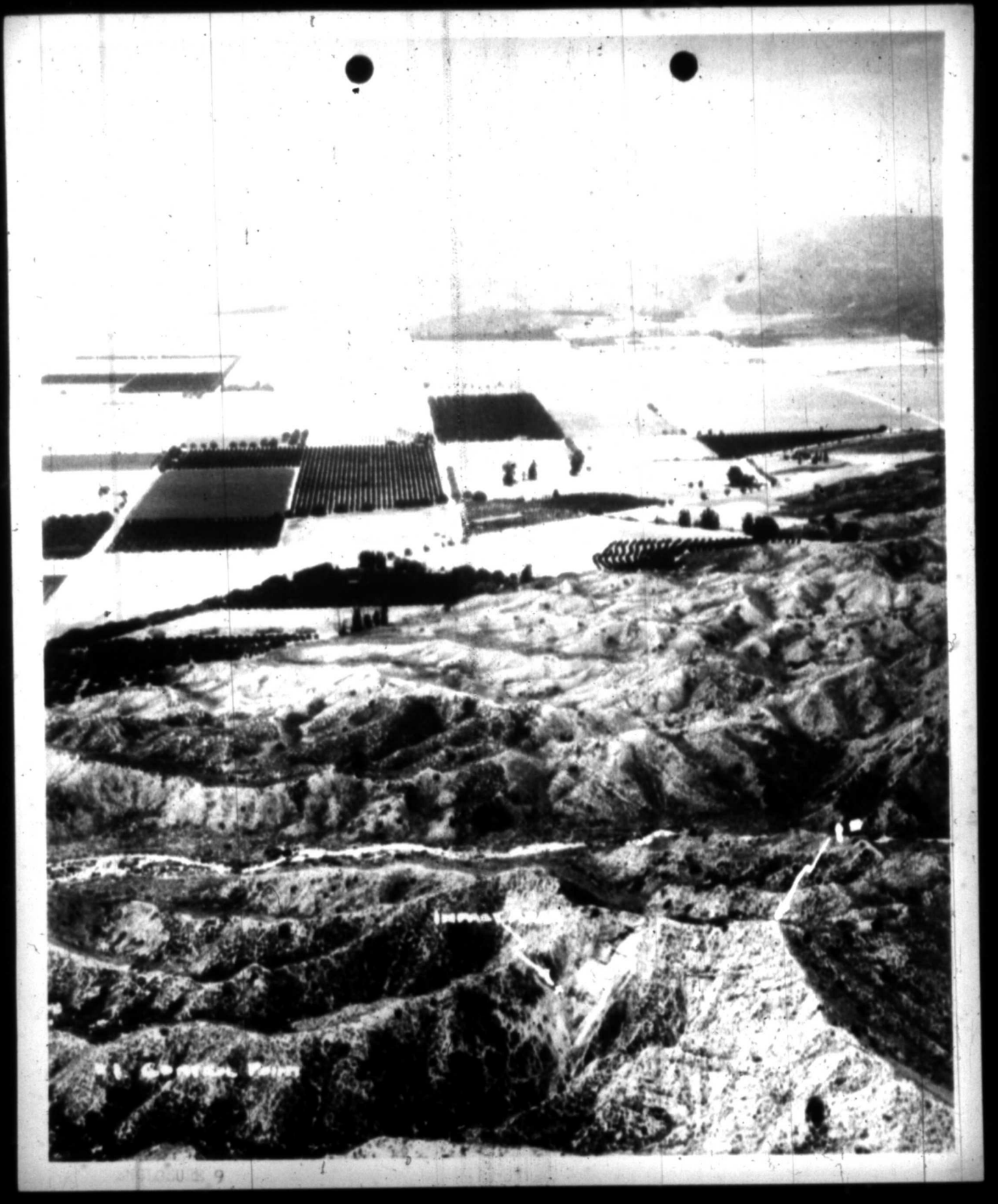
CRASH SITE
RIVERSIDE COUNTY, CALIF.
T2S. R3W. SECTION 31 AT 33-08 N. 117-57 W
CONTOUR INTERVAL 20 FT.

NOT TO SCALE

ENCLOSURE 8-A



WRECKAGE DIAGRAM

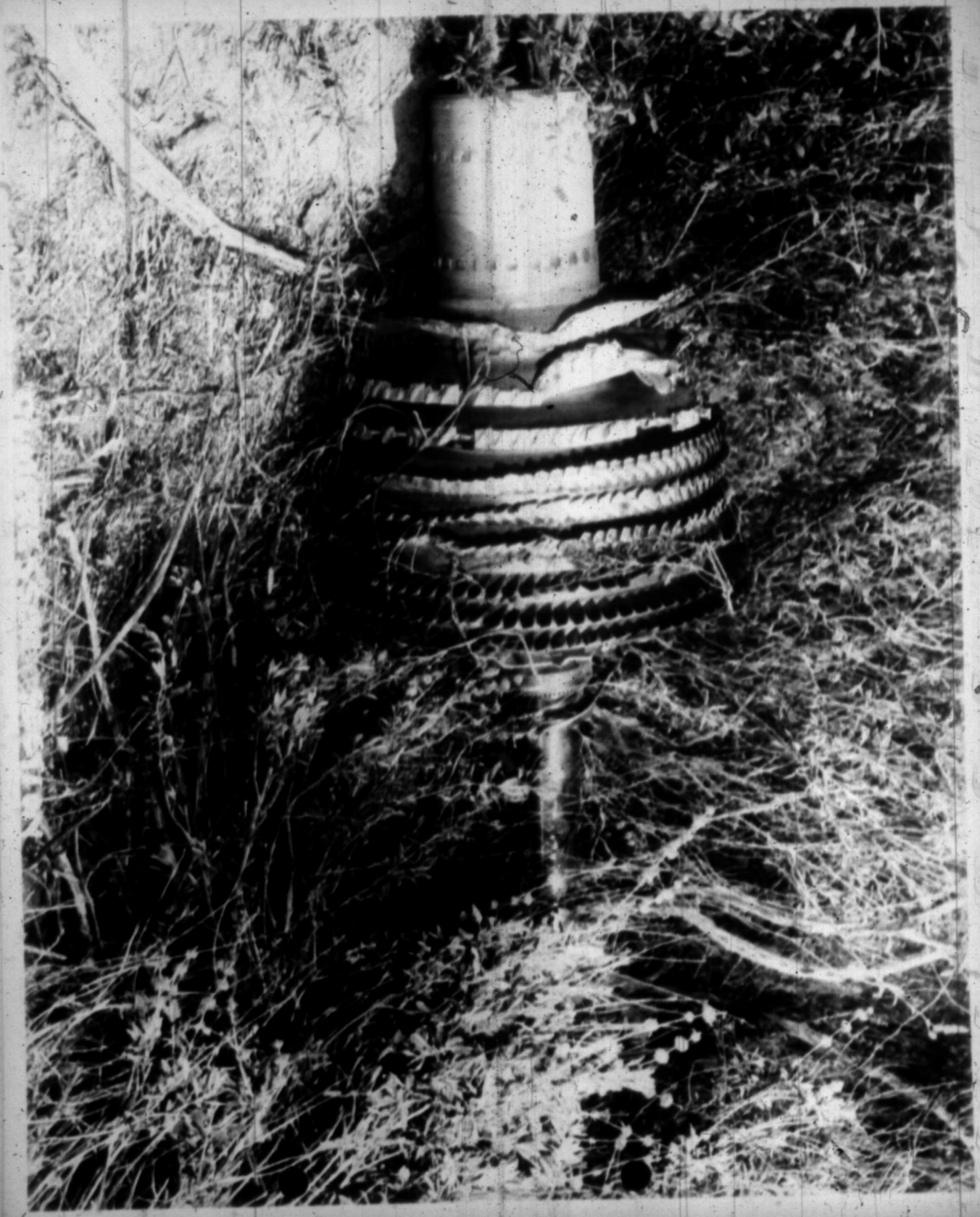


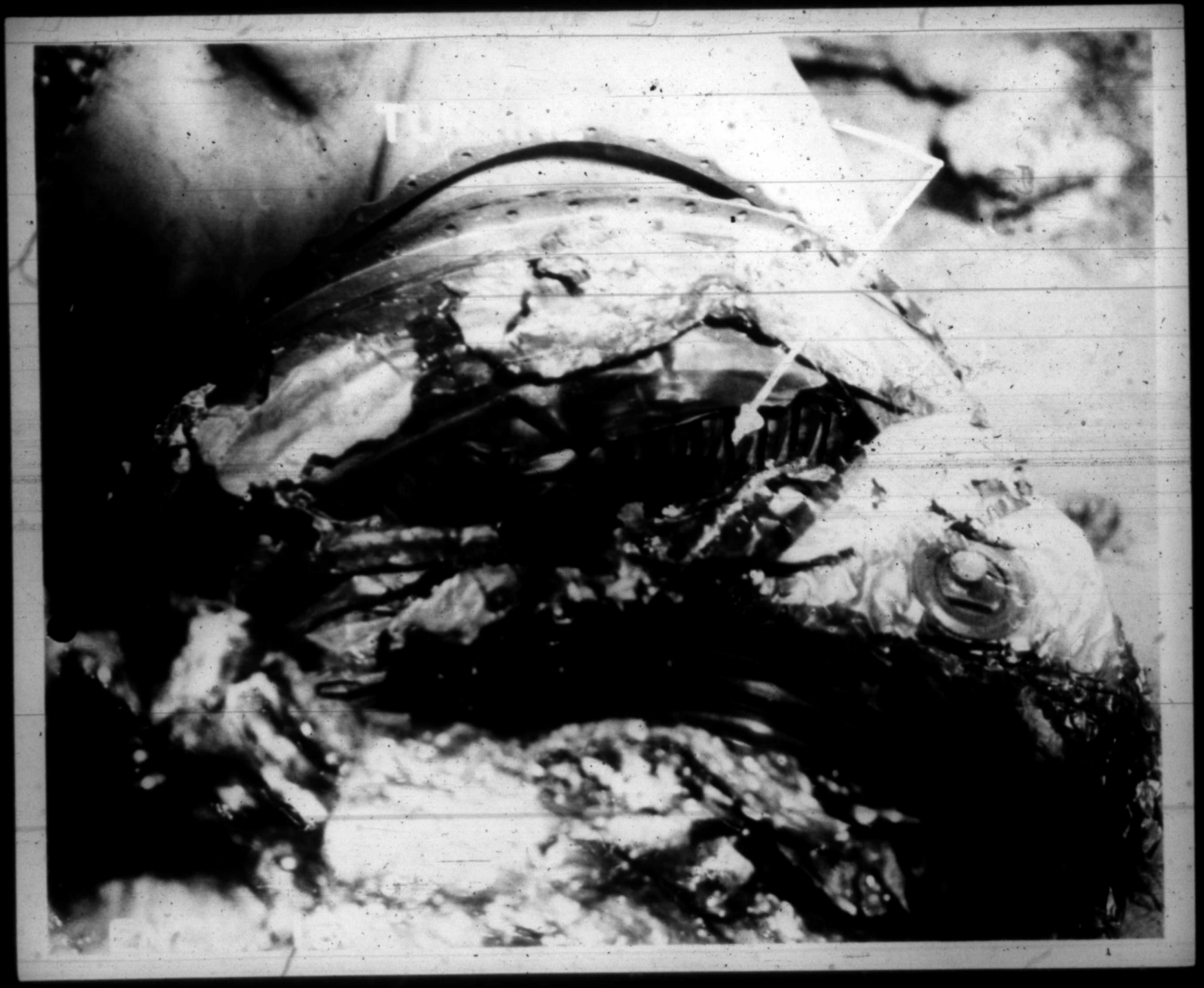
ENCLOSURE 10

ENCLOSURE 11


IMPACT AREA
ENCLOSURE 12


TAIL SECTION





STATION J246-36 NAS ALAMEDA, CALIFORNIA

OPERATING ACTIVITY VF-142

ENGINE SERIAL NO. J-611069

ENGINE MODEL J65-W-16

OVERHAUL ACTIVITY DISASSEMBLY & INSPECTION REPORT NAVAER-2491 REV. 10-51 AER-REP-MA-1

NUMBER OF OVERHAULS	HOURS SINCE LAST O/H	TOTAL HOURS	OR SUBMITTED (Number and Date)	YELLOW CROSS
				☐ YES ☐ NO

REASON FOR OVERHAUL: Aircraft crashed into mountain

DISCREPANCIES FOUND AND CONCLUSIONS AS TO CAUSE OF FAILURE
(If more space is required, use reverse side)

DISCREPANCIES:

Ref: BAMR WESTDIST msg 152235Z Jun 1956
Encl: NAS Alameda photos NA27-31189, 31190, 31192, 31196

CONCLUSIONS:

Engine severely damaged from crash. Compressor rotor 1st stage destroyed down to the shaft. Compressor rotor 2nd and 3rd stage received separately from engine, no blades remaining. Remaining compressor rotor stages and blades were all uniformly folded down opposite the direction of rotation. Engine appears to have been operating in a power range at time of crash.

CONCLUSION:

It is believed that engine was functioning properly at time of crash.

RECOMMENDATIONS:

None.

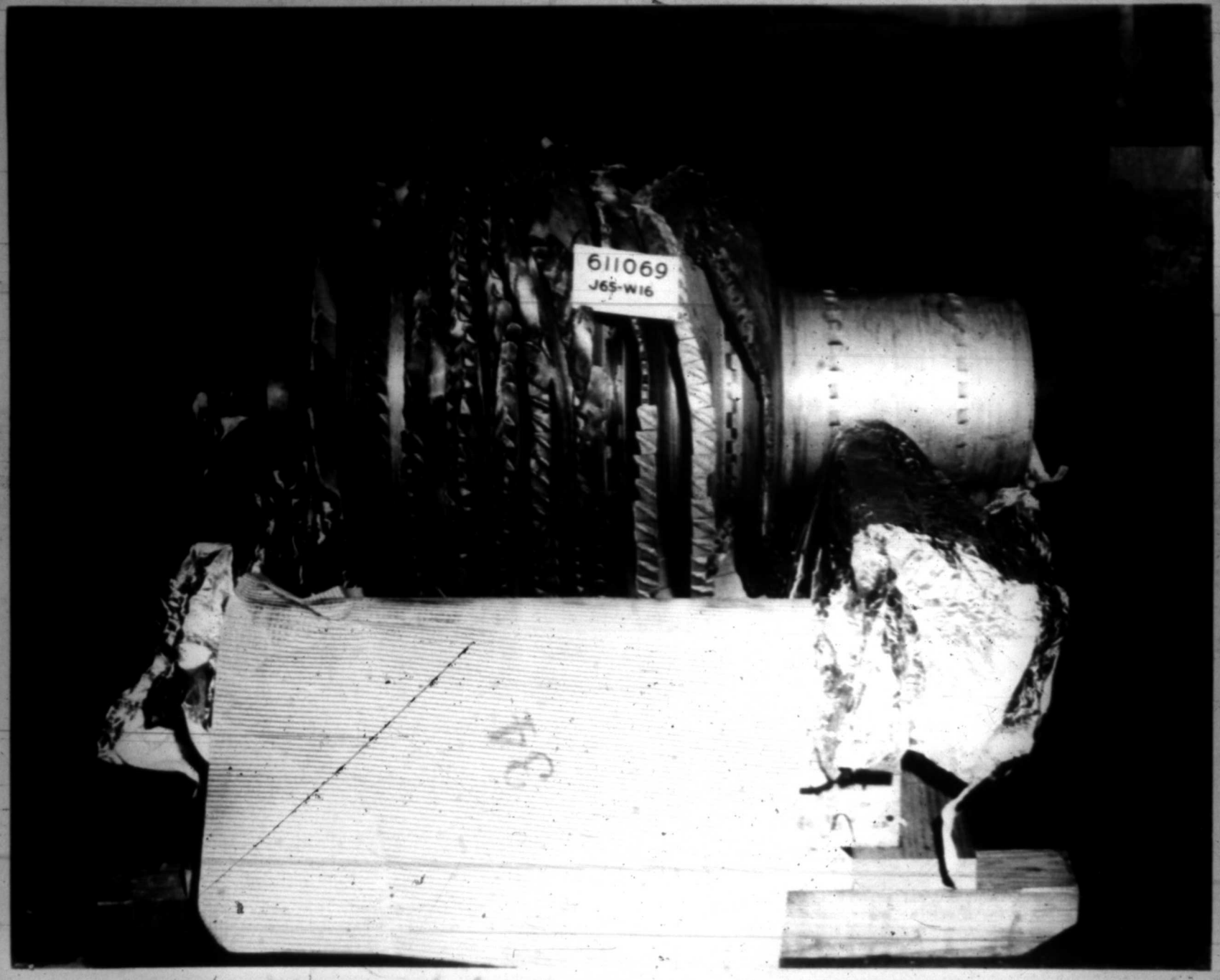
From MTTN
via PP
to Open file

33

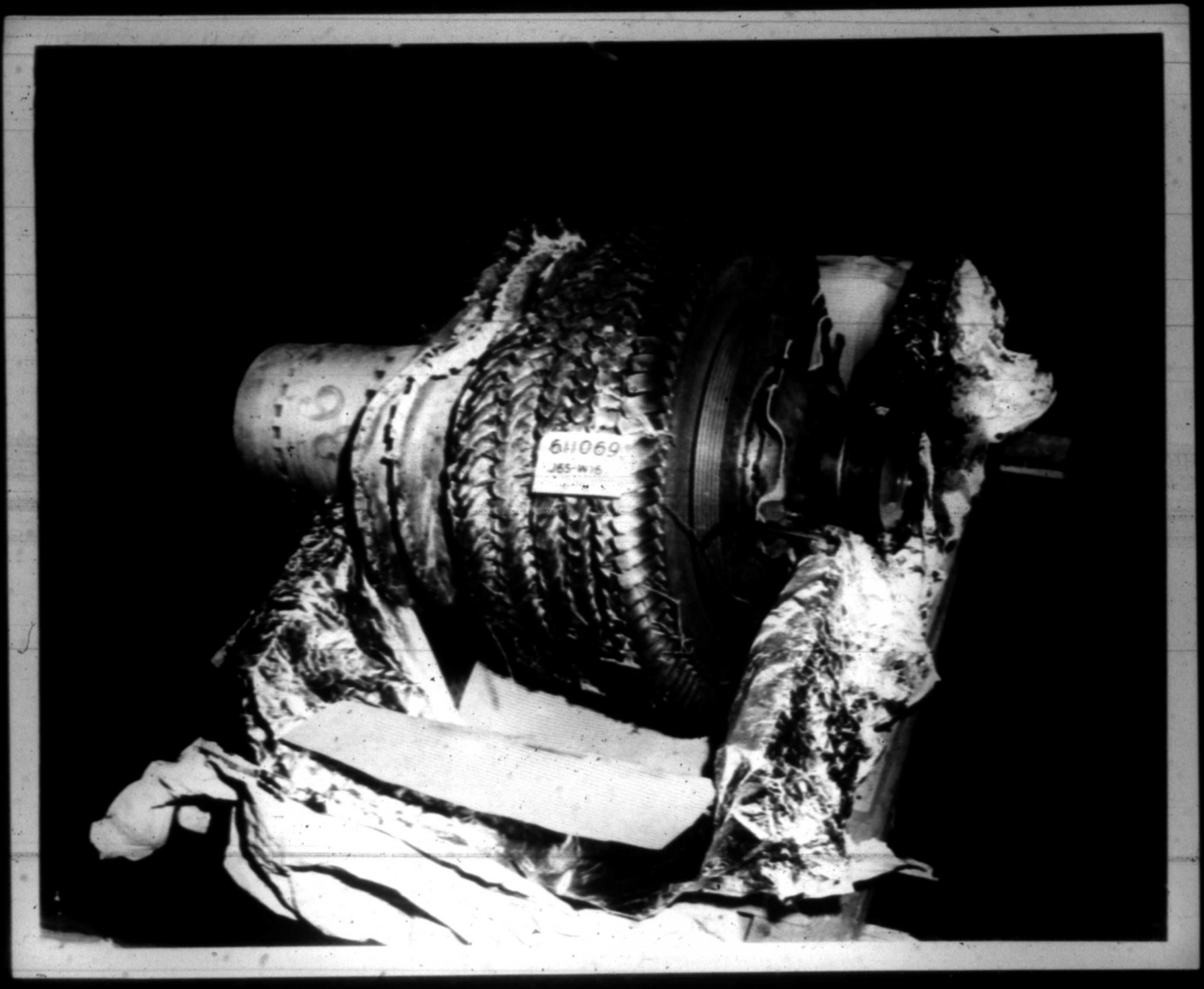
SIGNATURE (Reporting Officer)

DATE OF REPORT 8-1-56

TYPE AIRCRAFT REMOVED FROM FJ-3 139223


611069
J65-W16

35
611069
J&S-W16


611069
J65-W-16